

AFFAIRS OF THE RAILWAYS.

Capitalists Inspecting Their Property.

At noon to-day President Insalls of the Cincinnati, Indianapolis, St. Louis & Chicago and the Chesapeake & Ohio road, will arrive in the city, accompanied by a number of Eastern capitalists, who are on an inspection of the property. After spending a couple of hours here, they will go to Chicago. Among the distinguished capitalists who are in the party are John Jacob Astor, John A. Stewart, president of the United States Trust Company; George D. B. of Morton, Bliss & Co.; C. H. Coster, of Drexel, Morgan & Co.; John Crosby Brown, of Brown Brothers & Co.; Mr. Winthrop, of Drexel, Hargis & Co., Paris, and Mr. Statesberry, of Drexel & Co., Philadelphia. It is intimated that this trip will decide several important contemplated enterprises relating to the development of the Chesapeake & Ohio system. Those who should be well informed in regard to the affairs of the reorganized Chesapeake & Ohio say that the present trip of inspection is preliminary to the opening of the new through route which the road above mentioned will form. It may be decided to make certain improvements or changes calculated to make a cheaper haul of seaboard freight possible. The capitalists above are looking for a heavy through traffic. The bridge over the Ohio river at Cincinnati, which is to connect the two great systems, is about completed. It will be ready for use before long if high water does not again seriously interfere with construction operations. The superintendent and manager of the work on the river road, the connecting link in the through line, said yesterday that all but about two thousand or twenty-five hundred feet of the line is completed. A few weeks will finish the work, which consists of some difficult trailings.

B. & O. Stockholders.

BALTIMORE, Nov. 19.—The annual meeting of the stockholders of the Baltimore & Ohio railroad was held to-day at the main office in this city. Over 98,000 shares of stock were represented. The following board of directors were elected to serve for the ensuing year: Charles F. Mayor, James Sloan, Jr., William F. Burns, Deatur H. Miller, William H. Blackford, Aubrey Peares, George D. Keim, Wesley A. Tucker, Maurice Grege, J. Wilcox Brown, Wm. Atkinson, and William F. Frick. The sixty-second annual report was presented and accepted, but will not be made public until to-morrow. Of the seven new directors, Mr. William F. Frick represents the new bondholders to outsiders for the first time. The directors will meet for organization on the third Wednesday in December.

A significant circumstance of to-day's election was the fact that 66,600 shares that were voted, proxies for 64,316 shares were held by Wm. F. Frick, who thus represented the Garrett, Burns, Grege and all other large interests except the 15,000 shares held by the John Hopkins estate, which is practically without a representative on the newly elected board.

The C. & E. I. Cuts Passenger Rates. CHICAGO, Nov. 19.—The Chicago & Eastern Illinois, in connection with the Ohio, Indiana & Western, has announced a reduction in passenger rates as follows: Fare from Chicago to Louisville, \$6; to Indianapolis, \$3.70; to Columbus, \$5.70. The Chicago & Eastern Illinois is no longer a member of the Ohio River Association, having withdrawn because of the refusal of the other lines to allow it a differential. It is not known as yet what action the association roads will take.

Personal, Local and State Notes. H. C. Parker, traffic manager of the Lake Erie & Western road, has gone East to be absent a week or more.

A. C. Hamaker has been appointed joint agent of the West Shore and the Hoosier Tunnel fast-freight lines at Philadelphia, Pa.

William Parmelee, agent of the West Shore and the Hoosier Tunnel lines at this point, has removed his office to Room 75 in the Union Building.

D. F. Coe, general freight agent of the Cincinnati, Wabash & Michigan road, has gone East on a pleasure trip. He expects to be absent three weeks.

The stock of the Cincinnati, Indianapolis, St. Louis & Chicago road is hovering around 95, and the friends of the property are confident that it will reach par by New Year's.

The Vandalia and the Chicago, St. Louis & Pittsburgh roads are forwarding East a large tonnage of cotton, doing the best business in this class of freights they have done for several years.

H. Fox, formerly chief train-dispatcher of the Indianapolis & Vincennes road, now holding the same position on the Minneapolis & St. Louis road, is spending a day or two with friends in this city.

The meeting of bondholders of the Pittsburgh, Fort Wayne & Chicago road, called for Friday last, was adjourned for want of a quorum. This is the third time that a meeting has been called and failed to secure a quorum.

The Boston & Maine road has notified Western roads that they will not accept less than their proportion of a 25-cent-per-100-pound-rate basis, from Chicago to the seaboard, on any business to points on their line.

It is stated that Calvin Brice, who was a large holder of stock of the United States Express Company, became displeased with the manner in which the affairs of the company were conducted and has resigned.

D. Soper, passenger conductor on the Chicago, St. Louis & Pittsburgh, running between Indianapolis and Columbus, died last night, after a brief illness. He was highly esteemed by the railroad fraternity and by the officers of the road.

The Railway Officials and Conductors' Association has made arrangements with a large number of roads to collect the monthly dues, through the paymasters of the respective roads, which greatly simplifies the work and is a very economical method of doing it.

The troubles between the Lake Erie & Western and the Louisville, New Albany & Chicago railroad companies have brought to light, it is stated, certain moves on the part of the former road which may disturb their tracks should the City Council spring the question of rights of way.

The United States Express Company, which held 1,200 shares of the Adams Express Company, on Saturday last sold 800 shares, holding, it is stated, to what the company has done, but it was promptly taken at \$145 per share, and investors offered to take the rest at the same figure.

The Lake Erie & Western, for the second week in November, shows a decrease in earnings, as compared with the corresponding week in 1887, of \$780. This is the first week in the last half of this year that a decrease in earnings has been shown as compared with the corresponding period last year.

The Pennsylvania people have put on another fast mail train between New York and Chicago, over the Pennsylvania and the P. & W. & C. road. This train is scheduled to make quicker time than any train on the road, and quicker time than the New York Central and Lake Shore's "white" mail train.

The Bee-line line was yesterday testing a new train, just out of the shops, fitted up with the Martin heater, which warms the coaches by steam taken from the engine. Different train crews were called to operate it, running between the city and Bridgeport. The cost of the heating apparatus is about \$250 a coach.

A rumor is current that the Lake Shore people are about to take the Mahoning division of the N. Y. P. & O. road under lease. It is stated that the Vanderbilts have the matter so well in hand that they can, at any time, wear the road from the Erie. The Mahoning division was formerly the Cleveland & Mahoning Valley road, and it was leased to the N. Y. P. & O. which, in turn, leased it to the Erie company.

A railroad official, yesterday, remarked that it now required a mechanic, as well as a reliable man, to be a brakeman on a steep grade, on account of the many improvements in the way of couplers, air-brakes, and heating of coaches by steam from the locomotive, which have been introduced of late years, and for this reason he expected that more money would be demanded than when they were only called upon to turn a hand-brake, and manage the stations.

One of the directors and largest bondholders of the Toledo, St. Louis & Kansas City road says that the report that the Cincinnati, Hamilton & Dayton or the Grand Trunk road will be secured control of that property in the near future, is a mere rumor. The present owners think they will have a strong road when it is converted into a standard-gauge road from Toledo to St. Louis, which will be in a few weeks. Then, any of the lines of the Erie will remain independent, will be glad to give them business in return for their business.

The Louisville, New Albany & Chicago Railroad Company now have the right of way purchased from Howard's Crossing to Massena avenue. The last purchase was the coal-lands of A. B. Meyer, near of Christian avenue, running along the Lake Erie & Western tracks for two blocks, the strip being 165 feet in width. They have also purchased from John W. Key, trustee, the piece of ground be-

tween Ogood & Co.'s dimension shops and the Lake Erie & Western tracks, lying south of Christian avenue. On these two pieces of ground they will put their other yards. The contractors yesterday resumed throwing dirt for the extension south of Howard's Junction, the suit of the Lake Erie & Western not preventing their laying tracks on the ground west of the right of way in dispute between the two companies.

The east-bound shipments of flour, grain and provisions, from Chicago, by the lines in the Central Traffic Association, last week aggregated 20,538 tons, against 20,535 for the preceding week, an increase of 5,083 tons, and against 37,800 for the corresponding week of 1887, a decrease of 1,142 tons. The Vanderbilt lines carried 48.2 per cent of the total, the Pennsylvania lines 19.6 per cent, the Grand Trunk 24.4, the Baltimore & Ohio 9.6, and the Big Four 2.

Miscellaneous Items. A number of locomotives are being built in this country which are to be shipped to Japan for service.

The hand-cars on the Old Colony road are equipped with whistles which the trackmen sound as they go along to warn pedestrians off the track.

The Barney Smith & Co.'s car-work, of Dayton, O., have just delivered to the New York, New Haven & Hartford road eighteen elegant passenger coaches.

Arrangements have been made for building a road from Dallas to Waco, Texas. At Dallas connection is made with the International & Great Northern road.

The impression prevails that Southwestern rates are soon to be restored as a result of the recent conference of President Strong, of the A. T. & S. F., C. P. Huntington and Jay Gould.

A movement is on foot to consolidate the Chicago, Kansas City & Nebraska, the St. Joseph, and the Chicago & Rock Island roads, which are now under one management, but make separate reports.

Little Rock, Ark., has offered the St. Louis & San Francisco company a bonus of \$50,000 if it will extend its road to that point, and it is intimated that the work will be undertaken in the early spring.

The C. B. & Q., the C. M. & St. P., and the C. & N. W. roads have instructed their representatives on the Pacific coast to cease paying commissions to outsiders for the first time.

G. H. Thompson, chief engineer of the New York Central road, says that the principal cause of the frequent disastrous broken car-axes from overloading cars, increased weight of engines, increased weight and number of cars in a train and increased speed of freight trains.

The earnings per mile of the Chicago, Burlington & Quincy road this year thus far have been nearly \$1,400 per mile less than in 1887. In 1884 the road earned, gross per mile, operated, \$7,500; in 1885 about the same; in 1886 gross per mile declined to \$7,400; in 1887 to \$6,420, and this year it is estimated that it will drop to \$5,200 per mile.

Officials of the Chicago, Burlington & Quincy are quoted as saying that their present force of engineers are competent so far as running engines and keeping them in shape is concerned, but in the way of economy in the use of fuel and other supplies they are far from being experts. Regular agents will be paid commissions as heretofore.

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OBITUARY.

Judge Simon K. Wolfe, a Well-Known Jurist and Ex-Congressman.

NEW ALBANY, Ind., Nov. 19.—Judge Simon K. Wolfe died at his home in New Albany yesterday at 10:30 o'clock A. M., after a brief illness of pneumonia, in the sixty-fifth year of his age.

Simon K. Wolfe was a native of Floyd county, Indiana, his birthplace being on a farm near Georgetown, Feb. 14, 1824. When he grew to young manhood he left the farm of his father and went to Corydon, where he became a shoemaker. While thus employed he studied the rudiments of law, and subsequently entered the law office of Judge Porter, where he had many advantages to perfect himself in his chosen profession. He attended the law department of the State University, and graduated at the end of one year. At the age of nineteen he married Miss Penelope Bence, the daughter of a Harrison county farmer, who, together with five children, Charles, Robert P., Edward W. and Thomas F. Wolfe, and Mrs. W. B. Leatherman, of this city, survive.

After his marriage Judge Wolfe resided in Harrison county, and served with distinction. From 1857 to 1865 the Judge was editor of the Corydon Democrat, and wielded a vigorous pen. In 1866 he was elected to the Democratic national convention at Baltimore, and in 1864 he was presidential elector on the McClellan ticket. In 1872 he was elected to Congress, serving one term. In 1879 Judge Wolfe removed to this city, taking up his residence on East Spring street, near Seventh, where he resided up to the time of his death. In 1879 he was appointed judge of the Floyd Circuit Court, filling out the unexpired term of the late Judge John S. Davis. Judge Wolfe held other responsible positions, and was always regarded as a man of firm convictions and imbued with a sense of justice and right in all matters pertaining to public affairs. He was a lawyer of marked ability, and a close student of history and political economy. He took an active interest in city affairs, and his advice and counsel were frequently called upon by the city authorities or citizens, and his opinions were sustained by the Council and the action he suggested on the part of the city of New Albany would now be in a better financial condition.

Major Farnsworth. FORT MONROE, Nov. 19.—Major Farnsworth, inspector-general, who died to-day at Fort Monroe, was appointed to the army from New York in July, 1864, as captain and assistant quartermaster. He was in the Shenandoah valley, and engaged in Sheridan's campaign. He was at Cumberland in June, 1865, and at Baltimore, as depot quartermaster, until 1865.

He was in the date of his appointment as inspector-general, in 1865, he was stationed in the department of Texas, and since that time he has been on duty in this city.

Other Deaths. WABASH, Ind., Nov. 19.—Anderson Halefous, one of the oldest citizens of this section, died at the home of his children, south of this city, of paralysis. Deceased was well known. The funeral took place to-day, from the Friends' Church, at South Wabash.

MARION, Ind., Nov. 19.—Charles S. Tibbitts, one of the most wealthy and widely-known residents of Grant county, died at his residence, in this city, last night, of dropsy and heart disease.

KINGSTON, Ont., Nov. 19.—Miss Macdonald, Sir John Macdonald's sister, who has been an invalid for years, is dead.

DAILY WEATHER BULLETIN. INDICATIONS. WASHINGTON, Nov. 19. For Indiana and Illinois—Fair; stationary temperature; northerly winds.

For Ohio—Fair; northerly winds; stationary temperature.

For Lower Michigan—Fair; northerly winds; stationary temperature.

For Wisconsin—Fair; stationary temperature, slightly warmer; northerly, shifting to easterly winds.

Local Weather Report. INDIANAPOLIS, Nov. 19.—7 P. M.

Time. Bar. Ther. Bar. H. Wind. Weather. Precip.

7 A. M. 30.30 34 92 North Cloudy .06

7 P. M. 30.36 42 72 North Cloudy .06

7 P. M. 30.42 40 72 North Cloudy .06

Maximum thermometer, 42; minimum thermometer, 34.

Following is a comparative statement of the condition of temperature and precipitation on Nov. 19, 1888.

Normal. 37 0.12

Mean. 37 0.06

Excess or deficiency since Nov. 1. +51 +2.74

Total excess or deficiency since Jan. 1—897 -1.06

General Observations. INDIANAPOLIS, Nov. 19.—7 P. M.

Station. Bar. Ther. Bar. H. Wind. Weather. Precip.

New York city. 30.08 52 38 56 .40 Cloudy

Buffalo, N. Y. 30.34 40 34 46 .06 Cloudy

Philadelphia, Pa. 30.30 48 40 40 .06 Cloudy

Pittsburg, Pa. 30.38 42 38 42 .06 Cloudy

Washington, D. C. 30.40 46 40 50 .10 Cloudy

Charleston, S. C. 30.54 50 40 40 .06 Cloudy

Memphis, Tenn. 30.54 48 40 40 .06 Cloudy

Jacksonville, Fla. 30.08 62 64 64 .04 Cloudy

Mobile, Ala. 30.18 58 54 58 .06 Cloudy

Vicksburg, Miss. 30.24 50 50 50 .06 Cloudy

New Orleans, La. 30.12 60 62 62 .06 Cloudy

Little Rock, Ark. 30.16 50 50 50 .06 Cloudy

Galveston, Tex. 30.14 60 68 68 .44 Rain

San Antonio, Tex. 30.52 40 42 42 .06 Cloudy

Memphis, Tenn. 30.56 40 42 42 .06 Cloudy

Nashville, Tenn. 30.42 48 48 48 .02 Rain

Louisville, Ky. 30.42 48 48 48 .02 Cloudy

grandmother in order to secure some money and jewelry to continue a debauch he and McGlew had been on for some time prior. The youthful murderers were convicted and sentenced to fifteen years each in the penitentiary at Jefferson City, the trial attracting widespread attention at the time. Russell Brown escaped from the penitentiary, and is still at large. Pat McGlew died within the prison walls some two years since. The Doris mansion has of late been utilized as a house of public resort, being in the extreme western portion of the city, and the resort is the most widely known of any St. Louis public house, owing to the tragic history connected with it.

Real Estate Transfers. Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 P. M., Nov. 19, 1888, as furnished by Elliott & Butler, abstractors of titles, Room 23, Etina Building:

Thomas Laughlin to Elizabeth Earls, lot 54, in tract of subdivision of section 14, west of White river. \$400.00

Henry R. Bond, trustee, et al. to George W. Long, et al., of Johnson H. Ross's subdivision. 2,300.00

Alma E. Bower to Leander Harper, lots 73, 74 and 75, in McHenry & Co.'s Highland Park addition. 200.00

Frank Byrket to Myrtle B. Bowers, part of lot 10, in P. Fletcher's subdivision of E. T. and S. K. Fletcher's addition. 650.00

Stearly E. Morgan to Mary Morgan, part of lot 132, in McCarty's subdivision of section 109. 900.00

John C. Small, executor, to Wm. H. Coburn, lots 50, 51 and 52, in Lippincott's subdivision of lot 43, in Ridgeport's Highland Home subdivision. 800.00

Adison Dugger to Helen M. VanDusen, lot 7, in Hayden's second subdivision of part of block 15, in Johnson's lot's addition. 250.00

Joseph S. Brown to Jessie T. Nicholson, lot 64, in Gibson's subdivision of block 25, in Johnson's lot's addition. 600.00

Margaret H. Wilcox to Adam Storck, lot 11, in Wilcox's first addition. 300.00

Harvey J. Williams, trustee, to Samuel J. McClure, lot 3, in square or block 2, of S. A. Fletcher, Jr.'s, northeast addition. 425.00

John A. Suber to Charles Robinson, lots 76, 77 and 78, in Hayden's subdivision. 75.00

James A. Sw